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# Hongkong Daily Press

ESTABLISHED 1857

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

On July 3rd, at Exeter, the wife of GEORGE CURRIE, of a son.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.  
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## The Daily Press.

HONGKONG, JULY 5TH, 1907.

CHINA owes much to CONFUCIUS, but whether the debt is entirely one of gratitude is the singular question that some Chinese thinkers may now be debating. There will be reluctance even to the mere framing of such a question, so much does it savour of blasphemy; but events are forcing it to the front. The Sage was largely responsible for the popular idea that soldiers are necessarily bad men, and as China now realizes her need of soldiers, the philosophy of peace would seem in danger of losing its claim to unanimous approval in the Empire. "A wise king should always win his enemy over by his goodness rather than by his force," said CONFUCIUS, but China has discovered that her enemies—even those who academically admit that the week are blessed—are hard to win over. The meekness mentioned seems to appeal less to the foreigner than the contingent promise about inheriting the earth. "Peace should be the sole aim of a well-governed nation," and the nation that has for so long been pinning its faith to such adages, helped thereto by a substantial heaven of Buddhist teaching, is now, under the successful example of Japan, turning longing eyes to the figure of an effective standing army. It cannot be denied that there is ample opening for cynicism in the fact that this change coincides with the alleged decay of Confucianism

and Buddhism and the spread of Christianity—allegations made by those who have been and are engaged in propagating a knowledge of the gospel of peace originate in the Near East and adopted, more or less academically, by the West. But in this connection care should be exercised lest the men from the West should be too severely scorned. It is the universal fate of all noble ideals to receive lip homage only. The Occidentals have no monopoly of hypocrisy—if such a term can fairly be applied at all. Asiatics as well as Europeans have evolved the noblest possible ideals, as witness their great religions, and they too have always found it expedient to bow at times in the House of Rimmon. The much-talked of Buddhism of Japan is as truly only a pseudo-Buddhism as the Christianity of Christendom is a pseudo-Christianity; and its place of second importance in the minds and hearts of the people was recently made manifest by the gusto with which so many of them set about the killing of Russians, and with which the rest applauded the killing. The anti-opium people have no sole or exclusive right to dub their brethren hypocrites; it is at least open to the supporters of that unrighteous and morally indefensible trade to animadvert on the patriotism of the pulpit, which, preaching the moral indefensibility of fighting, is generally ready to offer prayer and praise for the success of our arms. We do not blame it for so doing, although we see in its moral support a resemblance to the attitude of the soldier who climbed a tree while his brave wife attacked and slew an intrusive bear with a hatchet. "We scolded that fellow fine," remarked the man descending from the tree, and if the pulpit likes to insist on its share of usefulness whenever the flag is covered with blood and glory, we have but to remember the need of advertisement in this commercial age to find excuse. China indeed did for a long time try to keep the Confucian theory of war in its proper place on the study carpet. Literal acceptance of his doctrine was opposed "as late as the eighth century," but in the eleventh, the "morally indefensible" party got the upper hand, and with the admission of the Sage's anti-war sentiments as guiding principles, China ceased to be virile. It could no longer ensure peace by being prepared for war—the gospel as we now have it in the West. We are now told that but for this superstructure of acquired sentiment—a sentiment that comes to all real fighters, as witness the American general's dictum that all war is hell—the Chinese would have a rare capacity for battle; that the warrior spirit is inherent, as, indeed, the Chinese being human, we cannot for a moment doubt. Their history shows that they were soldiers once, and what they have been, it is possible they may become again. The only question is how far the lapse of time affects it; how far the long duration of this Confucian anti-war obsession may have induced results difficult to remove. As long as it took men, after abandoning tree life, to lose his prehensile tail, (assuming something for argumentative purposes) so long, presumably, would it take him to grow it again; and the Chinese have in respect of soldiering a vast deal to unlearn and learn. They will have to be more eclectic in their Confucianism, less literal, thereby copying Western ways; and here we find a difficulty in the fact that even while they are re-organizing their army they are practically apothecizing Confucius. The two movements will not pull together. They mean humbug and failure of one if persisted in, just as in Christendom the success of one has spelt the failure of the other.

Six plague cases were notified yesterday. That makes 140 to date.

Mr. H. Haynes, for many years manager of the Hongkong Hotel, has now taken over the management of the Victoria Hotel at Canton.

Four coolies were charged with being found in the Bowling Club without permission, and were ordered by Mr. Orme, at the Magistracy, yesterday to pay a fine of \$5, or go to prison for a month.

Solomon Martin, storekeeper on board the *Empress of India* was convicted by Mr. Orme, yesterday, of having refused to pay rishna hire, and having damaged a rishna, and was fined \$2 and \$1.

Two natives were prosecuted at the Magistracy, yesterday, by Chas. F. Nicolson, the second engineer, for stealing a bucket from the s.s. *Footscray*, and on being convicted were sentenced by Mr. Hazland to three weeks' imprisonment, and six hours' in the stocks.

When laborers fall into the hands of the Hongkong police they occasion more trouble than ordinary prisoners. They are, of course, isolated on arrival but though the magistrate may sentence them to long terms of imprisonment they rarely spend more than a day or two in gaol, as they are usually deported at the earliest opportunity.

The charge against P. S. Gorton and an Indian jemadar and sergeant of assaulting the four Indians now awaiting trial for murder was dismissed by Mr. Hazland.

The Nagasaki Flour mills, with much wheat and flour, were destroyed by fire on June 16th, involving a total loss of about 350,000 yen—including damaged machinery.

The foreign trade of Japan during May was valued at Yen 48,135,644 in imports and Yen 33,675,183 in exports. The values of the gold and silver specie and bullion imported and exported during the month were Yen 358,540 and Yen 1,132,368, respectively.

At Evanston, Illinois, the police are compiling a volume containing particulars of all persons convicted of drunkenness and of obtaining beer out of lawful hours. The volume is modelled on Debre's Poorage and its official title is "The Red Nose Book."

There are at present about 6,300 soldiers and 330 officers of the British, French, German, American, Japanese, Austro-Hungarian, Italian and Russian armies stationed at various centres in North China. Of the number England heads the list with 1,600 and Japan comes next with 1,300, while the last is Italy with eight.

The King's visit to Lord and Lady Lansdowne, at Bowood Park, Wiltshire, which has been several times postponed, is now definitely fixed for July 24th, when His Majesty will be accompanied by the Queen. Their Majesties are to travel from Paddington by special train on Saturday afternoon to Chippenham, whence they will drive to Bowood, and they are to return to London on July 22nd, by the same route.

Forgt. Thompson, of Boston, Lincolnshire (late of the Rifle Brigade) has just received a medal for services rendered in the Fenian invasion of Canada in 1863. Sargt. Thompson who enlisted at Lincoln in 1840, has three other medals—for good conduct, for the Fenian raid in Canada in 1870, and for services in Afghanistan in 1878-9. He served nine years in Canada, eight years in the East Indies, and five years in England and Ireland, and was discharged on pension in 1882.

Yesterday morning fire was discovered to have broken out in the Army Ordnance Department. Flames were seen coming from the verandah of a one storey building where empty ammunition boxes were kept, but fortunately the fire was not allowed to come in contact with the building proper as men of the R.G.A. company in residence there promptly turned out and extinguished it. The Fire Brigade under Chief Inspector Baker attended, but their services were not required. The damage is not regarded as serious.

Lord Curzon has forwarded a donation of £50 towards the fund which is being organized for the purpose of perpetuating the memory of Mrs. Craigie—"John Oliver Hobbes." Already upwards of £500 has been received in England, apart from the American contributions, which have not yet come to hand. It is proposed to erect a memorial plaque in the Unionist College, London, and, if funds permit, to place a replica in the United States, and to institute scholarships for the study of modern English literature, to be awarded annually in England and the United States.

Perpignan, where the ritualists of the South of France held a monster demonstration, is a part of France that once was a part of Spain. Now the capital of the Department of the Pyrénées Orientales, it was formerly the capital of Roussillon, over which sovereign counts were established by Charlemagne. The last of these, dying childless in 1172, bequeathed Roussillon to the King of Aragon. Philippe le Hardi attacked Aragon, but died, at Perpignan in 1255; and St. Louis renounced all claims to the territory in favour of the Kings of Majorca, whose residence Perpignan then became. It was not until the Treaty of the Pyrénées, in 1659, that the place was definitely incorporated in France.

A Seoul dispatch reports that the cost of the Seoul Exhibition, to be opened from September 1st this year, is estimated at Yen 50,000, the Korean Government contributing one-half of the amount, while the remainder is to be contributed by Japanese and Korean supporters, as well as the Resident-General's Office. The buildings, which are now in course of construction, are to be divided into about 400 sections, and Yen 10 will be charged for rent per section. Japanese and Korean commodities only are to be exhibited. The Seoul-Fusan Railway is allowing 30 per cent. reduction of freight charges for transportation of exhibits, and an arrangement is now being made with the Japanese Government railway authorities with a view to obtaining a similar reduction on freight charges.

The will of the late Sir John See, for several years Premier of New South Wales, has just been proved in Sydney. The amount of his estate was sworn at the respectable figure of £173,044, nearly all of which was bequeathed to his only child. The large fortune left by Sir John ought to attract attention in his native Huntingdonshire, and lead to further emigration from that quarter to Australia. His father began farming in the Grafton district of New South Wales, and the future Premier helped in the work of the farm until he got tired and went forth in quest of a more congenial occupation. After roaming about for a year or so as a "sundowner," he settled in Sydney, developed into a first-class business-man and eventually became the head of one of the largest mercantile and ship-owning firms in the Commonwealth.

The Japanese authorities have been informed that Japanese doctors will be allowed to practise at Vladivostok until the commercial treaties, now being arranged between Russia and Japan, are concluded. The privilege is regarded as a special mark of goodwill on the part of the authorities at Vladivostok toward the Japanese doctors.

The Washington correspondent of the *Jiji* telegraphs under date of June 19 that Secretary of State Root has informed China that the sum of \$17,000,000 claimed by the United States as the indemnity for the Boxer Rising will be decreased to \$14,000,000. China has consequently still to pay \$8,000,000 to America, the amount already handed over being \$8,000,000. Other messages say that the indemnity has been reduced to \$11,000,000. The first intimation was that the whole debt was being cancelled, as a token of friendship.

The silver market was strengthened for a time by a squeeze for spot silver in Calcutta. When this was over, however, the price fell back, and in the middle of May touched 30d. per oz. A strong inquiry then sprang up for China, the Indian bazaar bought a little, and there was a good deal of "bear" covering. A recovery in the price was strengthened by the appearance of the broker in the market who generally acts for the Indian Government, and it is believed that the Indian Government are once more buying silver, so that the quotation has risen to the highest price since the end of March last—namely, 31d. per oz., says the *British Trade Review*.

The collector of Customs at Bengal has just alluded to the series of protests which have been forwarded from Glasgow and Manchester yarn-merchants with respect to imported fast-colour dyed goods. He announces that after August 15 all prints and dyed goods imported to India will be subjected to stringent tests—the Darch test. Hitherto the fast-colour stamp was regarded as sufficient guarantee by buyers, and they resent this additional scrutiny on their imports. The Glasgow Chamber of Commerce has issued a warning to those engaged in the trade to safeguard further trouble. We understand, however, that some little extra time will be extended to print goods.

Sir Joseph Fayer, whose death is announced, was the author of a magnificent work on the *Phanaphidia*, or Venomous Snakes of India, which he presented to the Government. He used to speak of the laborious investigations which led to its publication as comparatively a "trifling episode" in a full and active career. The enormous importance of his study of the phenomena of snake-poisoning may be gauged by his statement that this plague annually carries off no fewer than 20,000 of the inhabitants of India. Sir Joseph Fayer made a free present of this work to the Government on the simple conditions, that it should not be printed as a Blue-book, and that it should be circulated throughout the Indian Empire.

To Queen Maud of Norway is to be attributed the distinction of bringing the gentle art of the collector quite up to date. At least, so the story goes. Her Majesty cares neither for stamps nor old china nor old anything else. Her interest, according to the Court newsmen of the Continent, is concentrated upon everything that the newspapers of all countries have related concerning King Haakon and herself since their accession to the throne of Norway. Of all these anecdotes and rumours, true and untrue, Her Majesty is an untiring collector, and she classifies and arranges her material into volumes with infinite pains and patience. One of these volumes, if the Court journalists may be believed, bears the title, written by Her Majesty's own hand, and in letters richly gilt, "Things we have neither done nor said."

The extraordinary scenes of excitement witnessed recently in the Chicago "wheat-pit" have had no parallel since that frenzied day in July 1893 when young Joseph Lester found himself with 35,000,000 bushels of wheat on hand, his ready cash gone, and his credit shattered, and was compelled to "unload" at any sacrifice. Within an hour he had divested himself of 9,000,000 bushels, the price dropping 2 cents a bushel amid a perfect delirium of excitement. Before the day was over Lester, it is said, had lost over a million pounds. In 1899 similar frenzied scenes were witnessed when Mackay and Flood, who had cornered 9,000,000 bushels of wheat, had to sell at a sacrifice of £30,000; again, two years later, when Mr. James Keene had to dispose of 25,000,000 bushels at a loss of over £1,500,000.

## INDEPENDENCE DAY.

"The Glorious Fourth" passed very quietly in Hongkong; many local residents being reminded of it only by the number of Star Spangled Banners which adorned the city and the American shipping in port. The American places of business were closed, and citizens of the Republic held high holiday. At the Consulate in the morning Consul-General Wilder held a reception which was largely attended, and in the afternoon and evening, at the Kowloon Hotel the new manager, Mr. O. E. Owen, assisted by Mr. J. W. Osborne, the proprietor, held an "at home" in the time-honoured custom. There were many visitors throughout the day, but it was in the evening that the crowd gathered, and by dinner time the dining room was well filled. The guests received the best attention, and on the call of the manager glasses were charged and the toast of the day joyfully honoured. Machad's string band played. The whole place was gay with paper lanterns.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## DEARER COTTON.

LONDON, July 4th.  
There has been a heavy rise in the price of cotton.

## RAISULI CAPTURED?

LONDON, July 4th.  
Raisuli, the arch-bandit of Morocco, captured [?] has been captured by Kaid Maclean.

General Sir Harry Aubrey de Maclean is in the service of the Sultan, and has been negotiating with the rebel chief for the release of prisoners. The message, it may be noted, might mean that he had been captured by Raisuli.

## MAIL CONTRACT.

LONDON, July 4th.  
The Australian Government has cancelled the Laing [sic] mail contract.

## THE KAISER TRAVELLING.

LONDON, July 4th.  
The Kaiser has arrived at Copenhagen.

## OLD AGE PENSIONS.

LONDON, July 4th.  
The Government has agreed upon a scheme for providing old age pensions by taxing unearned incomes.

## NO AMERICAN BOYCOTT.

TOKYO, July 4th.  
In response to a telegraphic enquiry from the American Government at Washington, the U. S. Consul at Yokohama has wired that the Japanese Chamber of Commerce there informs him there is no intention to boycott American trade.

Washington officially denies the report that a huge increase of the Pacific squadron has been arranged. Anti-Japanese disorders continue to occur on the Pacific coast.

## [REUTERS'S SERVICE.]

## THE DUTY ON TEA.

LONDON, July 2nd.  
Mr. A. Fell, in the House of Commons moved that tea from British possessions be charged a duty of only 4s. per lb. Mr. Asquith argued that the preference was not needed as tea from British possessions had practically ousted Chinese tea from the British markets, without preference, and was now capturing the Russian and other markets. The motion was rejected by 217/53, and a 5d. duty adopted.

## THE UNITED STATES PACIFIC FLEET.

LONDON, July 2nd.  
The Washington correspondent of the *Morning Post* wires that the cruisers *Washington* and *Tennessee*, now in the Mediterranean, are to reinforce the Pacific fleet.

## THE PEKING—PARIS MOTOR RACE.

LONDON, July 2nd.  
Prince Borghesi has arrived at Irkutsk on the 1st inst.

## EARTHQUAKE.

LONDON, July 2nd.  
Seismographs in Europe and America record a severe earthquake lasting for several hours; it is believed to have occurred in Peru.

## FURTHER HONOURS.

LONDON, July 2nd.  
Major Harrison, of the East African Rifles, has been made a Companion of the Bath, for services while in command at Nandi.

## A TOURING M.P.

LONDON, July 2nd.  
Mr. Keir Hardie will sail on the 12th inst., for Canada, Japan, Singapore, Ceylon, Australia and South Africa.

## FUNNELS AND FLAGS.

The *Chikuzen-maru*, a new steamer built in England for the Nippon Yusen Kai Lin, has arrived at Kobe.

Among the passengers homeward bound by the German Mail, yesterday, was Mr. W. Ramsey, superintendent engineer of Messrs. Butterfield and Swire's fleet. Mr. Ramsey has not been in the best of health lately, and goes home to undergo medical treatment.

Captain R. H. Hathaway, who was in command of the *Montpelier* when she went aground in the Shimoda Straits, has been exonerated by United States Steamship Inspectors O. F. Bolles and J. K. Bulger. In view of an affidavit from the pilot, showing that he was in complete charge, it was held that no blame could attach to the captain.

Captain Wheeler who has recently had command of the Indo China Steam Navigation Co.'s Manila steamer *Longgang* has been transferred to the *Namangan* running to Calcutta, vice Captain P. H. Rolfe, who has recently had the honour to be elected a Younger Brother of Trinity House and has gone home on a short furlough to take the necessary oath. Capt. S. V. Payne leaves the *Cheongshing* (Kintan run) to take command of the *Longgang*.

Lord Young's humour was sometimes infectious. This was an instance. One day Mr. (now Lord) Salvesen had occasion to quote the legal dictum in maritime law that "Freight is the mother of wages." "If that be so," interrupted Lord Young, "might I ask who is the father of wages?" "My lord," replied the learned counsel, taking up the thread of humour, "there is no defined authority on the point, but the legal presumption, I would venture to suggest, would be in favour of the ship's husband."

In response to a request by the Bengal Chamber of Commerce for information with respect to shipping rings or conferences, statements have been received from a number of members of the Chamber and also from some of the principal mercantile associations; but the particulars given and the opinions expressed are so diversified and conflicting as to make it impossible for the Committee to base any reply to Government upon them. In the circumstances the Committee have forwarded without comment to Government copies of all statements received, subject to the consent of the firms and associations by whom the statements have been submitted.

A telegram from the captain of the Shell Company's *Silverlip* to the owners puts an end to the doubt as to whether this ill-fated vessel had actually been seen to sink after the benzene explosion and fire. The captain states definitely that after he and the crew had been taken off and were cruising round at a safe distance the *Silverlip* went down head first in 87 fathoms of water, according to chart. A total loss on the *Silverlip* and her cargo is being settled, with *Dakota* settlement, the amounts found by underwriters for these two casualties nearly reach a million sterling.

In connection with the feared loss of the *Seito-maru*, it is stated that the schooner *Kosei-maru* encountered a severe storm and sank off Taiseito Island, Korea, on April 12th. One of the schooner's crew states that during the height of the gale, when the *Kosei-maru* had been damaged, a steamer was sighted and signalled to for assistance. The steamer replied that she was in distress herself and could therefore render no help. Shortly afterwards the schooner sank; the crew managed to escape in their boat. As they were endeavouring to reach the shore, the steamer was observed to be listing heavily and a boat was seen to leave her. The steamer disappeared entirely from view and the schooner's crew saw nothing more of the boat. The gale was that in which the *Seito-maru* is believed to have lost and little doubt is entertained as to her identity with the steamer referred to above.

A Russian journal reports that in November last the Russian Government requested Japan to return three Russian steamers captured during the late war, viz., the *Orsk* (now the *Nampo-maru*), *Agatara* (d. *Agatara*), and *Kasato-maru*. The Japanese Government declined to accede to the request. The journal states that the question is to be brought before the present session of the International Peace Conference at The Hague. The *Orsk* was a Volunteer Fleet steamer and accompanied the Baltic Fleet to the Far East as a hospital ship. She was captured during the Battle of the Japanese Sea and condemned at the Sasebo Prize Court as a lawful prize of war. We believe the reason given for the condemnation was that the *Orsk* had not been used exclusively as a hospital ship, inasmuch as members of the crew of the British s.s. *Oldhamia* were found on board as prisoners-of-war. The Russians had placed the British on board the *Orsk* in order that they might have the protection of the Red Cross during the anticipated battle.

Another naval vessel has sailed her last voyage, and is now awaiting the orders of the U.S. Government as to what shall be done with her. She is the old frigate *Saratoga*, which, since 1859, has been used by the Pennsylvania nautical school, and is now tied up at the League Island yard. An investigation was recently made to find how much repairing would be necessary to make her a safe sea-going vessel, and some parts of her were found to be beyond repair. The *Saratoga* was the first of a number of sloops of war built in the old navy yard at Kittery, Me., in 1824, and was equipped with four guns. The following year Commodore Perry hoisted his pennant on the *Saratoga* and sailed in her to the coast of Africa to help putting down the slave trade. February, 1847, Admiral Farragut took command of her while he was a captain. For a year the vessel was on blockade duty off the coast of Mexico, and then returned north. She was in Commodore Perry's fleet when that officer went to Japan in 1852 to open up the ports of that country to American commerce. Various captains commanded her during the civil war, and she barely escaped destruction in Hampton Roads when the *Cumberland* was sunk. During the late '70 and early '80, she was used as a training ship, one of her commanders being Rear-Admiral Robly D. Evans, at that time a lieutenant commander and now in command of the Atlantic fleet at the Jamestown Exposition. On September 11th, 1899, she was turned over to the Pennsylvania nautical school. The *Saratoga* may be used as a receiving ship.

It is not work that makes such ruinous drafts upon health and strength, but the want of a playground for one's thoughts.

It is only the most happily constituted among us who value a thing when we have got it. For the average mortal to possess a thing is to tire of it.



## SUPREME COURT.

Thursday, July 4th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## A MORTGAGED PROPERTY.

Liu Wong, stonecutter, of Hongkong, sued Ip Pak, farmer, to recover \$50 being the price due for the sale of a house. There was a cross action in which defendant sought to recover \$50, being money advanced to the plaintiff.

Mr. H. K. Holmes, who represented the defendant in the first, and the plaintiff in the second action, said there was a small piece of ground at Mantanchin known as lot 16, which belonged to the plaintiff, and which he sold to Ip Pak for \$200 when there was a mortgage on the property held by a man named Lo Pak.

His Lordship—A pre-existing mortgage?

Mr. Holmes—Yes.

His Lordship—For how much?

Mr. Holmes—Fifty dollars.

Plaintiff was called, and gave evidence regarding the sale of the house.

His Lordship—You mortgaged it to Lo Pak for \$200—Yes.

Very well, why do you say Ip Pak owes you \$50?—I sold the house to Ip for \$200, and received \$150 on account, leaving a balance of \$50.

Have you got any papers or anything?—Nothing in writing.

After hearing the evidence His Lordship gave judgment and costs for Ip Pak in each action.

## DR. WYNDHAM'S CASE.

The case was concluded in which the Indo-China Steam Navigation Co. Ltd., sued Dr. Lancelot Wyndham to recover the sum of \$1,000 for breach of agreement.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. O. D. Thomson for the defendant.

Mr. Dixon—The defendant's evidence in this case was taken *de bene esse* on Saturday. I understand that my friend admits that we have suffered damages to the extent of \$1,000 but he wishes to ask Mr. Sutherland one or two questions as to whether he had any reports from captains reflecting on the sobriety of the defendant.

His Lordship—The sobriety?

Mr. Thomson—Yes, there seems to be an impression abroad that he has exceeded himself.

His Lordship—So far as I am concerned I know nothing about it.

Mr. Thomson—The defendant wishes to have Mr. Sutherland's evidence.

His Lordship—I may say at once I never took any impression on the intemperance portion.

Mr. Thomson—But there is an impression in the colony reflecting on the defendant's sobriety, and I want to clear his character.

His Lordship—I consent to that and further I want Mr. Sutherland to prove damages. (To Mr. Thomson) Do you admit \$1,000 if there is a breach of the agreement?

Mr. Thomson—Yes, if there is a breach.

His Lordship—That is purely a legal point.

Robert Sutherland, manager of the Hongkong Office of the Indo-China Steam Navigation Company, was called and stated that in consequence of the refusal of the defendant to proceed on the *Hopong*, the Company suffered a loss. The defendant, left at Singapore on February 8th, just when the company had the offer of a charter for the *Hopong* from Saigon to Singapore. It was necessary for the ship to carry a doctor to Singapore, and in consequence of the defendant failing to proceed they could not carry out the proposed charter, so had to carry out another from Hongkong to Hongkong and back. The difference between the earnings in these two voyages was \$9,000, and the plaintiffs had to get another doctor from England. When doctors were brought out they were usually provided with a first class passage costing about \$60. In consequence of the defendant leaving the Company's service they sustained repetition of the *Hopong* incident.

Mr. Thomson—Did you ever have complaints from captains of other steamers as to the defendant's behaviour, especially as to his sobriety?

Witness—As to his sobriety, no.

Mr. Thomson—I submit on the legal point that under this agreement the defendant was perfectly entitled to act as he did. The agreement is a badly formed one, and I don't think it was drawn up by the defendant. We may take it that it was drawn up by the plaintiffs.

His Lordship—We know that.

Mr. Dixon—It is not wisely drawn up.

Mr. Thomson—The agreement states that "should the defendant refuse to carry out his duties through intemperance or wilful disobedience this agreement shall come to an end." That clause states in definite terms that on the happening of certain offences the agreement is put at an end. It gives to the defendant practically the option of determining the agreement at any time by wilfully disobeying the orders of the General Manager.

His Lordship—Yes, that is your contention.

Mr. Thomson—Yes, for that agreement is drawn up by the plaintiffs, presumably with a knowledge of what clause means.

His Lordship—The defendant could break the agreement at any time by wilful disobedience or by getting drunk.

Mr. Thomson—Yes, the plaintiffs entered into the agreement containing that clause with their eyes open, and it is not now for them to say that this clause does not mean what it says.

His Lordship—Go on to the next clause.

Mr. Thomson—"Should the doctor be desirous of leaving at the expiry of two years" The agreement is for two years, and he is perfectly

entitled to leave after that time. Is he then desirous to return home he is to be provided with a first class passage. I don't think that clause affects the present action at all.

His Lordship—Disobedience of orders: that is what it comes to.

Mr. Thomson—If the plaintiff insert a clause like this they must be bound by it. They cannot alter it at their own option.

His Lordship—No, but take the agreement as it stands.

Mr. Thomson—I submit on the agreement as it stands, the defendant was perfectly entitled legally to act as he did.

His Lordship—Tell me what the object in taking his evidence was?

Mr. Thomson—To show that he was justified, legally and morally, in taking the course he did.

His Lordship—You call it morally, immorally, I should call it.

Mr. Thomson—When defendant joined the ship a Dr. Hartigan told him that he should get extra fees for embalming Chinamen.

His Lordship—Stop a moment. Extra money for embalming Chinamen! Do you suppose the Company are going to kill Chinamen for him to embalm?

Mr. Thomson—Dr. Hartigan told the defendant—

His Lordship—That was if there was anything to embalm.

Mr. Thomson—Dr. Hartigan gave the defendant to understand that there would be extra money for embalming.

His Lordship—That must be contingent on death.

Mr. Thomson—Dr. Hartigan also told him that after about two months on these coast port voyages he would get on the Calcutta run.

Mr. Dixon—No.

Mr. Thomson—That is in the evidence, and it is not contradicted. None of these promises have been fulfilled. Then, of course, there is the question of his expenses when he was compelled to remain ashore by order of the plaintiffs.

His Lordship—You don't mean to suggest that he was entitled to drink?

Mr. Thomson—His evidence shows—

His Lordship—Drinks.

Mr. Thomson—His evidence shows that while compelled to remain on shore he had to pay for the carriage of his baggage to the hotel where he was staying. As the defendant says in his evidence, You can't stay in a hotel all day doing nothing. The plaintiffs simply paid his board and lodgings, and his expenses on shore made a considerable hole in his £15 a month. When the defendant was engaged by Dr. Hartigan nothing was said about his having to stay ashore. Then there is the question about his trunk being detained by the plaintiffs for five months.

His Lordship—Surely you are not going to raise that point. If he has a claim against the Company he can sue them. Why is the point raised?

Mr. Thomson—Simply to show that the plaintiff have not treated the defendant as they should have. He wrote to Mr. Gresson then head of the firm, suggesting that he should make inquiries concerning the missing trunk, but he got no answer from the firm. They ignored him. Then there is the moral justification.

His Lordship—Getting drunk is no moral justification for his breaking his agreement.

Mr. Thomson—He has not broken it.

His Lordship—His evidence covers what I say. He has made a profit out of his own misdeeds—his own wrong.

Mr. Thomson—That is another point. I don't think the defendant has made a profit. It is perfectly true that he gets more money, but he is liable to be discharged at any moment by his present employers.

His Lordship—You don't mean to say that any employers are going to give that man an agreement after breaking this one.

Mr. Thomson—Under the agreement with his present employers he may be discharged at any moment without a single cent, and have to find his way home.

His Lordship—Take this agreement: he forfeits any benefit under it for what he has done.

Mr. Thomson—That is the point; he cannot now get his passage home.

His Lordship—Why should he? Then he raises the argument that he has made no profit by breaking his agreement.

Mr. Thomson—He gets \$200 a month under his present employers, but he may be dismissed at a moment's notice and have to find his own way home, whereas had he remained with the plaintiffs at the end of his term he was entitled to a passage home, so I submit he has got no advantage. The extra \$50 a month does not compensate him.

His Lordship—That's his lookout. On that agreement you want to say he was entitled to do as he liked.

Mr. Thomson—Perfectly entitled.

His Lordship—Then it must be a one-sided agreement.

Mr. Thomson—The defendant said he was quite satisfied with the agreement when he was at home, but when he came out here he found things different. My argument is that the plaintiffs must abide by their own agreement, entered into with their eyes open. It is not the first time they have had to employ a doctor, and I dare say it is not the first time they have had the experience of a doctor leaving their employ. They should have been more careful in drawing up the agreement.

His Lordship—Would they have a one-sided agreement?

Mr. Thomson—If it is, it was drawn up by the plaintiffs. They cannot come to Court and say what they meant was so and so. They cannot interpolate words in their own favour as they are trying to do now. If the defendant cancels the agreement he forfeits the benefits under it.

Mr. Dixon—The construction my friend wishes to put on the agreement is not a good one and one which I submit your Lordship cannot accept. The agreement must be read as a whole, and in it there are two constructions, one contrary to and one consistent with the general intention. The general intention of the agreement undoubtedly was that the defendant should serve the plaintiffs for two years unless, in consequence of disobedience or intemperance, they should consider it necessary to discharge him.

His Lordship—They have not discharged him.

Mr. Dixon—No, but they were to have the power to do so if he was disobedient or intemperate.

The construction Mr. Thomson puts on the agreement is unreasonable: the defendant must disobey or get drunk.

Mr. Thomson—I object to that.

Mr. Dixon—That is according to my friend's argument. Because the defendant breaks a clause of the agreement, your Lordship cannot accept the construction that the defendant is entitled to take advantage of his own wrong doing and have the agreement construed entirely in his own favour just because it suits him to do so. Regarding the trunk, everything was done to discover it, but as a matter of fact the defendant did not put it on board the launch sent out by the plaintiffs. Certain reflections are cast upon Mr. Gresson regarding the letter written to him and said to be ignored by him. That was not so.

His Lordship gave judgment for the plaintiffs for \$1,000 damages.

## INDUSTRIAL COMBINATIONS.

In a highly organized and progressive country like Germany nothing could more clearly mark the rise and decline of industry and general business prosperity than the record from year to year of the foundation of incorporated companies for various business purposes and the drawing together of these individual units into syndicates and other forms of combination to meet new conditions as they arise in respect of the control and purchase of materials and the sale of finished products. The years 1893 and 1899 were the high-water period of the German development of corporate organizations, but since that time there have been many combinations of a lesser nature, the general purpose of which has been to control competition between rival firms, limit and allot production in harmony with the normal requirements of the market, and to maintain home prices while strengthening the more important interests for aggressive competition in foreign markets. First, in 1893, came the combination of four great electrical manufacturing companies into two groups, each of which assigned, to its members the exclusive production of certain kinds of machines, and so apportioned between them and each other the territory to be supplied that competition between them has been definitely abandoned. The result has been a great increase in their individual and aggregate prosperity. Not less notable has been the drawing together in 1895 of the great textile chemical companies in Western Germany, whose development during the past thirty years has been one of the marvels of scientific research applied to a productive industry. The great prizes in this field have fallen mainly to the companies whose chemists have succeeded in producing at low cost original products like aniline, synthetic indigo, and green of new artificial colors. Such discoveries have, of course, been patented, and during the life of the patents have been enormously profitable to their owners, a single group of original and useful dyes yielding sometimes even millions of pounds to the company which has held its production as a monopoly. But with the lapse of years many of the important aniline patents have expired by limitation, and rival companies have begun to manufacture each other's specialties, the result being that the margin of the cost of production, to avert a long course of this kind of competition, several of the great companies have formed a syndicate to secure to members jointly the control of several and now unprotected specialties, and by uniting their collective strength to dominate practically not only the whole aniline export trade of Germany, but also to govern the price of standard dyes and colors for the home market. There remain outside the syndicate several aniline manufacturers of comparatively limited resources who are not bound by its restrictions, but the great companies in question control in effect the color industry of Germany, and consequently of the world, since nearly five-sixths of the total supply of such products is made in Germany. Other branches of German manufacture in which the syndicate idea is not actively prevalent are the cotton textile industry, particularly the department of coloured and printed goods, and the rubber industry, for the purpose of trying to restrain undue competition and to keep the prices of finished products up to a more normal and profitable relation to the advanced price of raw rubber. Finally, the Portland cement industry, after many years of unprofitable struggle, the numerous German cement factories have been split up into varying groups, have secured a combination which will restrict the hitherto enormous overproduction and arrange to control prices so as to rescue or close certain factories which have hitherto been running at a loss. The teaching of the whole situation is that while industrial and commercial interests in Germany are steadily recovering from the depression which followed the collapse of 1901-02, they have not yet reached a degree of prosperous activity which justifies large industrial operations, and in the meanwhile there is a general tendency among manufacturers to move with caution, to avoid needless risks, to be content with moderate profits, and to depend upon combinations which shall eliminate as far as possible and useless competition, restrain overproduction, and help to give steadiness to price both in Germany and abroad. There is, of course, another very possible phase, as developments of trusts in the United States have shown very clearly, but in Germany there has so far been little protest either from the people or the Government against the syndicate system, and this is due mainly to the highly perfect and comprehensive and rigidly enforced German law of companies, which governs every step in the organization and management of such concerns, and makes their business operations from year to year an open record which every interested person may read and understand.—*Rangoon Gazette.*

Friendly rivalry is a term which covers a multitude of nasty sayings.

There is only one thing a woman loves better than to be told a secret, and that is to find it out for herself.

## "CHANZY" NOT A SERIOUS LOSS.

Up to now 1897 has proved an unfortunate year for the French Navy. It has already seen the sinking of the battleship "Jean Bart," numerous boiler explosions on board torpedo craft, the loss of the "Jean Bart," and now comes the news of the grounding, in a bad position off Shanghai of the armored cruiser "Chanzy." No doubt the effect of this latest accident will be to lend new force to the agitation in favour of reforms in French naval affairs, and particularly in the training of officers for sea duty. It is observed that the captain of the "Chanzy" was a man of high grade, and in command of the above-mentioned cruiser, did not get the same amount of experience in handling ships as British officers of corresponding rank, previous to their being appointed in charge of important units, their duties as second in command of battleships and large cruisers being confined to questions of discipline and to the care of the material. To this cause, coupled with the fact that French vessels are more often at sea than formerly, is ascribed these regrettable navigation accidents. As to the material loss involved in the event of the "Chanzy" becoming a total wreck, there is no disposition to exaggerate it in French naval circles. Built fifteen years ago at a cost of £200,000 each, the four cruisers of this class possess little, if any, fighting value. Not only are they worn out, and on examination three years since were not thought worth refitting, but their construction is recognized to have been a mistake of the French Admiralty, which, acting on the erroneous idea that numerical strength is more important than individual quality, laid down four cruisers of 4,792 tons displacement instead of three of the "Duguay-Cloué" class of 5,900 tons, representing the same total price. How unwise was this decision and the piling up of military attributes on an absurdly reduced displacement has been shown by the failure of the "Chanzy" to fulfil the expectations formed of them. Their top speed in fair weather does not exceed 16 knots, and even this they cannot be relied upon to maintain on account of the frequent accidents to which their structural weakness exposes them in any weather. It is instructive to recall the fact that these armored cruisers were once much admired in this country, and held up as models to the British naval authorities, who, however, wisely refrained from sacrificing robustness and nautical qualities to the craze for heavy armament on small displacement which seized the German Admiralty, and resulted in the building of the "Freyas" class of semi-armored cruisers of 5,600 tons, as worthless for modern war as are their French prototypes, and, like them, unequal to their nominal speed. Our "Didos" of the same date and tonnage, but less formidable-looking on paper, are, at least, strongly built and reliable cruisers, of good speed, and have proved serviceable.—*Naval and Military Record.*

## THE CHINA SQUADRON.

SPLENDID FIRING BY THE "KENT."

The Hongkong correspondent of the N. & M. Record wrote on April 16th:—On Thursday the cruiser "King Alfred" left Hongkong for Mirs Bay, where on arrival she fired lyddite shells, afterwards firing for calibration of her 9.2-inch guns. After firing the ship anchored, on Thursday, Friday, and Saturday fired lyddite shells from her 9.2-inch guns. On Friday the gunnery officer, Mr. "Monmouth," carried out her light Q.E. gunnery competition, returning to Hongkong on Thursday to coal and complete with stores. In the light Q.E. gunnery competition the "Monmouth" did better than last year, averaging 4.77 hits per gun per minute. With her 12-pounder she fired 68 rounds, obtaining 35 hits, the best gun being "Fucker," A.B. 11 rounds, 6 hits; Boone, sergeant, 9 rounds, 5 hits; Smith, A.B. 10 rounds, 6 hits; Broken, 9 rounds, 5 hits. With her 3-pounders she obtained 35 rounds, with 13 hits.

In these days of rapid and accurate shooting in the navy, records in gunnery are only made to be quickly broken, but the firing of the "Kent" (Capt. Spencer de Horsey) has been of such a remarkably good character that it seems almost impossible to surpass it. The "Kent's" are very keen on gunnery, and this has been rewarded by the following results:—From her 12-pounder guns she fired 107 rounds and made 83 hits, average 11.13 hits per gun per minute. From the 3-pounder she fired 42 rounds with 33 hits, average 12.7. The following are the results with names of gunners.

12-POUNDER.			
Gun.	Rounds.	Hits.	Gunner.
Port...	14	12	Hewitt, P.O. 1.
Port...	13	11	Laker, A.B.
Port...	13	10	Watts, A.B.
Port...	13	9	T. O'Neil, G.I.
Port...	13	4	Blair, A.B.
Starboard...	12	10	Cockerell, P.O. 1.
Starboard...	15	13	Ramsden, A.B.
Starboard...	14	14	Nash, P.O. 1.

Total... 107 83

3 Pounders—16 rounds, 12 hits, Bick, A.B.; 13 rounds, 12 hits, Taylor, A.B.; 13 rounds, 11 hits, Low, A.B.; totals, 24 rounds, 35 hits.

Grand total for ship—average, 11.63 hits per gun per minute.

The leading is little short of marvellous, when it is remembered that the run is only of 35 seconds' duration.

The splendid shooting of Nash, P.O. 1, and Ramsden, A.B. deserves special mention, the former putting on 14 hits out of 14 rounds, and the latter 13 hits out of 15 rounds. The leading of the guns was also creditable all round. Everything must have been in splendid condition, and the crews well trained in loading, as the average time taken to load and fire the gun was only 3.8 seconds, viz., 15 rounds in 55 seconds.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 12.15 p.m.—The depression is moving into the Pacific to the N.E. of Japan.

The barometer has risen quickly in S. Japan, and a slight rise has taken place also, over Formosa and S. China.

Pressure is high over the N. Philippines and the Pacific towards the Loochoos. It is relatively low over W. China and Tungking.

Fresh to moderate S. monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.2 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (°) Same as No. 1.

Formosa Channel (°) Same as No. 1.

South-east of China between (°) Same as No. 1.

Hongkong and Loochoos (°) Same as No. 1.

South-east of China between (°) Same as No. 1.

Hongkong and Loochoos (°) Same as No. 1.

Hongkong and Loochoos (°) Same as No. 1.

Hongkong and Loochoos (°) Same as No. 1.

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Hongkong and Loochoos (°) Same as No. 1.

Hongkong and Loochoos (°) Same as No. 1.

## "TANSAN"

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The only genuine TANSAN bears the name of J. CLIFFORD-WILKINSON on the label.

Hard water hardens the arteries; Soft Water helps to keep them elastic and pulse-responsive.

TANSAN is the Softest of all Drinking Waters.

TANSAN is entirely free from the obnoxious taste peculiar to salted or other fabricated waters.

TANSAN mixed with Milk, Wines, Spirits, etc., neither impairs nor in any way sours, or spoils to expand their respective natural flavors.

PER CASE OF 48 HALF-BOTTLES ..... \$6.25

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SOLE AGENTS—

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## A LADY EXPLORER.

—DIACROSS UNKNOWN LABRADOR.

Mrs. Leonidas Hubbard, junior, a Canadian lady, who has arrived in London, has recently accomplished a journey, so remarkable that a nation of explorers cannot refuse her a place almost without equal in the annals of travel.

She traversed the unknown wilds of the interior of Labrador, tracing and mapping the course of two of its largest rivers, the Nascaupie and the George, thus completing the great undertaking which cost her heroic husband his life in 1903. Setting out from Northwest River, P.E.I., at the head of Lake Melville, on June 27, 1905, she reached Luke Michikouan on August 2, and on August 27 she arrived at George River Post, after a perilous canoe journey down the continuous wild rapids of the George River. The route she followed was never before explored. She witnessed the annual caribou migration and visited the encampments of two bands of Indians, one of Montagnais and the other the Nascaupies of the Barren Grounds.

How did she come to undertake the journey? It was in 1903 said Mrs. Hubbard to a newspaper representative, that my husband decided to make the trip that cost him his life. (Mr. Hubbard was a well-known American, and at the time of his death was editor of *Ottawa*, a well-known magazine of travel.) The starting point should have been the mouth of the Nascaupie River, that flows into Hamilton Inlet, which you will see on a map of the Labrador country just above Newfoundland. He started with a half-breed named George El on and a white companion, but through being misdirected they began the journey at the mouth of the St. Lawrence river which they ascended.

On leaving the river they established a provision depot and pushed on into utterly barren country, where their food gave out and they were reduced to starvation. My husband was the first to collapse. The others left him in a tent and continued the return journey towards the provision depot, which after much wandering they found. They then went back to my husband, but to catch such a painful story, they arrived too late to save his life.

It was in 1905 that I decided to undertake the exploit with which my husband had wished a name to be associated. I decided to go alone—that is, without any white companion. I wanted to get away from the world for a time, and the journey seemed to be the very thing. However, I knew that my project would be strenuously opposed by my relatives if they heard of it, so I kept the undertaking a secret even from my father and mother right up to the eve of my departure.

My outfit consisted of two tents made of balloon silk. I had also two canvas covered canoes, 150 lbs of provisions, two rifles, three 22 calibre single shot pistols, and a 32-calibre revolver, the latter for my own use. I was dressed in a short skirt over knickerbockers, a sweater, a heavy leather belt to which were attached my revolver, hunting knife, and cartridge belt. I had also a pair of heavy old tanned leather moccasins so soft felt that completed the outfit. My guides were George Elson, my husband's companion; a half-breed named J. A. Isenroff, Job Chappies, a Cree Indian; and an Eskimo boy, Gilbert Blake.

Curiously enough, our starting place, the North West River Port, is the one of which Lord Strathcona has in charge.

When he was in the service of the Hudson Bay Company, his name is held in great reverence at the port, and every year he sends the men a Christmas present of provision.

I wished to push on as quickly as possible and, in consequence, the journey was made so quickly that little in the way of extraordinary adventure has to be recorded. The 600 miles were accomplished in about sixty days. Indeed, during the last 132 miles over continuous rapids travelling was so quick that one stretch of three and three quarters of a mile was covered in fifteen minutes.

Of course these rapids were always more or less a source of danger, but my men handled the canoes







## INTIMATIONS

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FOR LIGHTNESS OF TOUCH,  
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SOLE AGENTS:  
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## WANTED.

A POST as Clerk, Teacher, or Interpreter  
by a Gentleman of Collegiate Education  
possessing a working knowledge of the Chinese  
language both written and spoken (Cantonese  
dialect).  
Apply by letter to—  
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Hongkong, 3rd July 1907. 1165

## AUCTION

BY ORDER OF THE MORTGAGEES.  
PUBLIC AUCTION.

MESSRS. HUGHES AND HUGH have  
instructions to sell by Public Auction  
On THURSDAY  
the 11th July, 1907, at 12 o'clock Noon, at  
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THE VALUABLE LEASEHOLD  
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Registered in the Land Office as—  
The Remaining Portion of Subsection No. 1,  
of Section A of Marine Lot No. 95, and the  
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Lot No. 1310 with the Premises thereon  
known as Nos. 303, 305, 307, 309 and 311,  
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Particulars and Conditions of Sale may be  
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TWO VERY VALUABLE PIECES OF  
LANDED PROPERTY Situate at  
CANTON near the Hongkong, Canton and  
Macao Steamboat Company's Wharf and facing  
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50 "changes" or thereabouts. Title Deeds can  
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For further particulars, apply to  
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150 " 1.75	1000 " 10.00
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Also Stamps in bags, sets, &c., &c.  
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Hongkong, 13th August 1906. 29

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prepared to ACCEPT RISKS against FIRE  
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REUTER, BROCKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897. 114

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## JAPAN'S FOREIGN POLICY.

## A GERMAN VIEW.

There is a general impression, remarks a  
writer in *Continental Correspondence* (Berlin),  
that the Japanese are born diplomats; no other  
nation has man of such unchangeable and un-  
flinching expression. It is often said that  
the art of dissimulation is nowhere so much  
practised as in Eastern Asia. An anecdote is  
told that Li Hing Chang, the Chinese  
statesman, when he met Marquis Ito at  
Shimonoseki for negotiations of peace, first  
started a quite pointless talk of not less than  
four hours on the convenience of railways, his  
purpose being either to fatigue his antagonist  
or to make him more tractable on more momen-  
tous questions, but surely Marquis, then Count,  
Ito proved quite a match to his opponent. It  
is not impossible that there is some truth in  
this popular estimate. But whatever may be  
our opinion about the personal cunningness and  
self-restraint of these people of small stature,  
their procedure on the road of high politics  
is quite clear and easily understandable, whereby  
we do by no means wish to imply that it is not  
admirable.

During the last two months Japanese diplo-  
macy has again invited comment by the negotia-  
tions about a Franco-Japanese understanding.  
These negotiations cannot have been a surprise  
to any professional diplomat; for they find  
too easily their place within the frame-work of  
the whole structure of Japanese politics to cause  
the slightest difficulty in appreciating them.

At present the Japanese are the most  
expansive race on earth. Their natural increase  
of population is very large, and despite the  
economic progress made within the Empire, the  
percentage of Japanese emigrants is com-  
paratively high. These emigrants do not  
assimilate themselves to the nations among  
whom they find a new home, but preserve their  
Japanese nationality entirely. Thereby a  
certain amount of discontent is naturally caused  
by these emigrants among the rulers of those  
countries where they appear in large numbers;  
or if not direct discontent, still a fit of  
jealousy is often engendered. These  
countries are: the United States with their  
overseas possessions of Hawaii and the  
Philippines, France on account of her  
Indo-Chinese colonies, and the British Empire  
on account of British Columbia and the  
Australasian Continent. It is quite clear that  
the Japanese expansion is not of a political  
character, but the truth is, that even an eco-  
nomic expansion as that by means of the Japa-  
nese emigrants is liable, in consequence of exist-  
ing race prejudices and differences of sentiment,  
to cause a variety of unpleasant rabs and fric-  
tions with which public opinion in those coun-  
tries is much occupied. The coincidence involves  
a certain danger for Japan itself, via, the possi-  
bility of those countries that are affected by the  
Japanese immigration being affected by the  
jealousies and susceptibilities of their colonies  
and possessions in the Pacific. This danger is  
all the more worthy to be considered by  
Japanese statesmen, because the country is  
bound to make economic progress before it can  
fulfil its political mission. For its economic  
progress, however, the introduction of foreign  
capital is an absolute necessity. Where else  
but in Western Europe is Japan likely to  
obtain money? This consideration of having  
always access to the money markets of Western  
Europe had probably not been lost sight of  
when the first Anglo-Japanese alliance was  
concluded, and is obviously the salient point in  
this new Franco-Japanese understanding.

In a certain sense Japan may be said to  
reach two ends by one stroke. She makes  
sure of getting money in Western Europe and  
prevents a coalition of the colonial countries  
that are affected by the Japanese economic  
expansion. By her agreement with England  
she has made sure that the policy of Great  
Britain will not allow Australian interests and  
views to predominate, and by her present  
understanding with France Japan need not  
fear anymore that the French, out of anxiety  
for Tonkin would join any anti-Japanese  
coalition or try to create such a combination  
of powers. The object of such agreement is  
to gain time, which in the sphere of politics  
is always of the greatest importance. For  
Japan that means sufficient time for gaining  
new strength and consolidation. Even if after  
some decades difficulties should arise among  
the contracting powers, Japan will have in  
the meantime improved her financial and  
political position with the help of monies  
advanced by French and English capitalists.  
The need of money for Japan has been freed  
from the necessity to keep during this period  
their colonial possessions in Eastern Asia  
in a permanent state of defensive readiness.

It is quite obvious with what consciousness  
of purpose and simple directness Japanese  
diplomacy shapes its course.

## FOREIGN PATENTS IN JAPAN.

## ANOTHER PROTEST DISMISSED.

The Japanese *Official Gazette* publishes the  
decision of the Patent Bureau on a protest filed  
by Mr. W. A. De Havilland, legal attorney for  
Mr. James G. Sedlock (?), Little Bantley, near  
Colchester, England, against the rejection by  
the Japanese Patent Office of an application for manufacturing  
artificial fluff.

The application it may be remarked, says the  
*Japan Herald*, was rejected by the examiners  
of the Patent Bureau under date of May 20th,  
1906, on the ground that a copy of the *E. J. Galt*  
*Chemical Industry Journal* published in  
1904, and also the United States Patent *Zette*,  
in which the process was described had been  
laid open to public inspection in the library of  
the Bureau prior to the application, and there-  
fore the process had been already publicly  
known in the country. The applicant contended  
that the said English journal only contained a  
concise description of the process for which  
the applicant had obtained a patent in France,  
and the perusal thereof would not enable any  
person to put the process into practice. The  
argument that the process was publicly known  
because the United States Patent *Gazette* had  
been laid open to public inspection was merely  
a presumption. The examiners must submit  
evidence before rejecting the application on that  
ground. Even admitting the fact that the  
specification being laid open to public inspec-  
tion was sufficient to show it was  
publicly known, such publication in Japan  
ought to have been done in Japanese, and the  
fact of the journal and the *Patent Gazette*,  
written in foreign languages, being laid open  
to public inspection, was insufficient to constitute  
publication in Japan. The examiners contended  
that the journal and the United States Patent  
*Gazette* gave sufficient information as to the  
nature and object of the invention, and that it  
was unnecessary to substantiate by evidence the  
argument that the process was already publicly  
known, the fact of their having been laid open  
to public inspection being sufficient to prove  
the argument. Moreover, as there was  
no law or regulations requiring that publication  
should be made in the Japanese language, the  
argument of the applicant on this score had no  
weight.

The Patent Bureau upheld the argument  
of the examiners and dismissed the protest,  
being opened to the public since September  
11th, 1903, no substantial evidence was neces-  
sary to prove that the contents of the book, etc.,  
therein laid open had been inspected by the  
general public, and also that whether the  
description was written in English or Japanese  
was immaterial in deciding its intelligibility to  
the Japanese public.

## PARIS COSTUMIERS.

## FAMOUS KINGS OF FASHION.

Anything, of course, which concerns the  
kings of fashion interests the Parisian public,  
and one might almost say the world. If the  
world is not governed by the Rue de la Paix, it  
is at least led by it. The Paquin, the Worths,  
the Doucets, the Reers, the Grunwaldts, the  
Bochuffs and Davids, the Lafereires, and  
Rouffiers devote to the ladies, and the latter, as  
now understood, gently but firmly lead the  
strong sex whither they will the world over.  
Paris has many kings of fashion and  
arbiters of taste, from Paquin, who imposed his  
mantles, Worth, the Lancashire man, who  
came to teach all Paris a lesson and abolished  
the crinoline, and Mulsame Roger, who it is not  
known whether she was English or French, held  
her ground against all rivals in the days of the  
Third Empire, and finally vanquished the  
Maison Aurely, which had till then been  
supreme.

Among the most formidable rivals of Paquin  
are the sons and grandsons of the famous old  
Worth, M. Ben, who still stubbornly holds out  
in the southern right-hand corner of the Place  
Vendôme against Messrs. Bochuff and David,  
who have established their stronghold in the  
northern left-hand corner of the same square;  
Doeillet and Chermi, who are entrenched in  
the remaining available space round Napoleon's  
brass column, and, finally, M. Doucet, the  
patriarch among the high-principles in the temple  
of fashion, who has grown grey in the handling  
of chiffon. M. Doucet is as discreet as the  
third Napoleon, and has been as successful as  
the first. There is, of course, no St. Helena  
awaiting him, and he will probably till his dying  
day remain in possession of his native haunt at  
the top of the Rue de la Paix. He refuses,  
moreover, to be made the subject of publicity  
outside the circle of his fair clients, and when  
asked about the history of his house, put it all  
in one sentence.

"Say that it was founded in 1815, and that it  
is standing still," was all he would say.  
The sons and grandsons of the 1-brated old  
Worth, who was the first fact to achieve fame the  
world over in his specialty, are more communi-  
cative, though they also object to too much  
publicity. Worth never advised and never  
sold their models or designs. They are in this  
respect the most conservative of the French  
costumiers. The house is nevertheless pro-  
pious, so much so that they, like Paquin, feel  
the need of more room. They are seriously  
considering a plan just now for adding three  
more stories to the building they now occupy  
at 8 and 7, Rue de la Paix and where father and  
grandfather established himself forty-eight  
years ago. They would like much to move  
to the Champs-Elysees quarter but how  
they going to induce all their supply agents  
and merchants of silks and chiffons and fau-  
louches of fashion to follow them? They depend  
upon hundreds of providers of this description  
who are centred around the Rue de la Paix.  
The Worth establishment, as is well known, has  
been inherited by Messrs. Philip and Gaston  
Worth, the sons of the famous couturier, with  
whom the grandsons, M. J. and M. Jacques,  
the sons of Mr. Gaston Worth, are also  
associated. Mr. Charles F. Worth, it may be  
remembered, was born in Bourne in 1825 and  
was the son of a solicitor. He went to  
Paris in the classic way of great men,  
that is, without a penny in his pocket,  
and merely had his small expenses in  
London drawn's shop to rely upon. Yet,  
strangely enough, this Lancashire man  
after appearing with a pocketful of money  
son Aurely, came in time to be the dictator  
of the French in their almost exclusive art  
and rose to be for twenty-five years the supreme  
arbiter of fashion not only in Paris but the  
world over. He died, comparatively speaking  
at an early age, in 1892, and his sons and grand-  
sons as already said, have maintained the credit  
of his name. To this day it is difficult even for  
Paquin to rival them, and none will certainly  
be able to out them from the village ground  
they possess. They employ any number of  
premieres, that is, bodice fitters, mantle and  
wrap makers, tailors, lingerie ladies and a host  
of needleworkers, numbering on the average  
some 500. Their objects is not so much to supply  
a great number as a distinguished set of  
customers, and this they have certainly  
succeeded.

And visit to their fitting-rooms  
reminds one of some of J. B. Braxat's famous  
pictures, for not only have they a wonderful  
display of all other models, but their models look  
down upon all other models. To be a model at  
Worth's is the same of a young and pretty girl's  
ambition. Indeed, one sees them "walk a  
june," bedecked with real gold and jewels, and  
imagining themselves duchesses for the moment.  
It is well known, also, that each great  
Parisian dressmaker has his own gown, or style,  
so much so that this is often recognised by  
connoisseurs. A lady cannot appear at a ball  
or dinner without the origin of her dress is at once  
known to the initiated. They can tell at a  
glance whether a gown is from Paquin's,  
Worth's, Ben's, or Doucet's. There is some-  
thing in the make, the cut, finish, trimmings,  
color, etc., which immediately betrays the  
house. Each house has its style-school, as it  
were, and each great painter has his manner.  
Then each also has a certain branch in which it  
particularly excels. Paquin is said to be very  
strong on morning and visiting dresses; the  
Worths are deemed unsurpassable in wedding  
trousseaus and evening gowns; Ben is a virtuoso  
in theatre dresses, and supplies leading actresses  
with the most stunning costumes at premieres;  
and Bochuff and David have, in the short space  
of time in which they have existed, established  
a reputation for unsurpassable mantles and  
wraps.

A word by the way about Messrs. Bochuff  
and David is due here. They are two young  
men, one from Belgium, the other from  
Holland, who have in a short space of time  
conquered a high position in the Paris  
dressmaking world. They were first established  
in the Picotee Opera, and as both were  
very conversant in the mantle trade they  
devoted themselves to this specialty for  
some time, and afterwards, of course,  
extended their business to the whole  
dressmaking line, with equal success.  
Both are men of high education, M. Bochuff  
being and agrégé of the Paris University, and  
M. David having studied to become a naturalist,  
from which it seems he drifted quite naturally

into a taste for the beautiful in leaves and  
flowers, which he now devotes to the artistic  
creation of fashions. Messrs. Bochuff and  
David moved a little over a year ago into an  
immense building in the Place Vendôme, which  
they bought outright at a fabulous price. Their  
rooms permitted this, as M. Bochuff married one  
of his prettiest customers, the Russian Baro-  
ness von Nokolon. They have practically re-  
vived interest in the mantle and wrap creations,  
which, since the time of the celebrated Ping-ti,  
who was very strong in this branch a few de-  
cades ago, had been somewhat neglected. They  
have storerooms upon storerooms of work-rooms and  
fitting-rooms, dress and prepare their own furs,  
on which several thousand may be seen at any  
time in the basement of their big house. The  
house formerly belonged to the family of the  
Lobandys, and was a part of the inheritance of  
M. Jacques Loband, the celebrated Emperor  
of the Sahara.

It would be unjust here to omit a mention of  
another Englishman who bids fair to rival the  
famous Worth in his achievement. He is Mr.  
C. Poynter, usually known as "Redfern." Mr.  
Poynter, or Mr. Redfern, as his customers  
prefer to call him, holds a unique position in  
Paris. He established the "Maison Redfern"  
twenty-five years ago, and has since, like  
Worth, had the honour of furnishing nearly  
every Court in Europe. In French dressmaking  
circles Mr. Redfern holds a well-recognized high  
position. He has received recognition not only by  
awards at the universal exhibitions, but also by  
being decorated with the Legion of Honour.  
As an original designer and creator, he has  
perhaps few equals. When he goes to his rooms  
in the morning to superintend the exhibition of  
new models the room resembles an artist's studio.  
He examines carefully every detail of the  
designs as given by him and as carried out in  
the model, and after his premises have given  
their opinion he gives his, and it is usually the  
most masterly and useful of all. Mr. Redfern  
was born in Weymouth, England, and founded  
his business in 1881. His success, as well as  
that of Worth, has simply proved that the  
Englishman, when he devotes himself to it, can  
meet the Frenchman triumphantly on his own  
ground.

## INDIGESTION.

PLAIN FACTS SHOWING THE EFFECTS OF  
THE ALIMENT AND HOW IT MAY BE  
CURED BY MOTHER SEIGAL'S SYRUP.

There is nothing in all the world half so  
important as digestion. It is the means by  
which you turn ordinary food into the substance  
of your own body, the means of life to you and  
to every living thing. Indigestion is therefore  
the root disease, the fundamental ailment of the  
human race. Other diseases attack particular  
parts of your body, indigestion attacks your  
whole body, ruins your constitution and poisons  
the very well springs of your being.

Perfectly digested food becomes rich pure  
blood, in which the germs of disease cannot  
live; your body is fully nourished, there is  
strength to resist, and disease cannot enter.  
But imperfectly digested food does not yield  
nourishment; it is purities, drawn from the  
undigested mass in stomach and bowels, poison  
your blood, weaken your body, and prepare the  
way for dangerous maladies. Constipation  
follows, pain, wind, headache, biliousness, your  
complexion becomes pale and muddy, your  
breath offensive. Sometimes the kidneys break  
down under the strain, and so the foundation is  
laid for serious kidney troubles, or the tortures  
of rheumatism.

On the first signs of digestive weakness—  
falling appetite, furred tongue, wind, headache,  
flatness after meals—take Mother Seigal's  
Syrup; do not wait until the more acute sym-  
ptoms, and you will thus be spared months,  
perhaps years, of suffering.  
Mrs. E. Purser, 9, Queen Street, Stony  
Stratford, Bucks, writes on July 16th, 1906:  
"I lost appetite, and after eating I had a feeling  
of discomfort. This grew worse till food caused  
me actual pain. I was much troubled with  
wind and headache, and felt dreadfully run  
down and weak; for I got no real rest night nor  
day. I tried many things but only Mother  
Seigal's Syrup cured me."

Mother Seigal's Syrup always cures, by  
strengthening stomach, liver and bowels, and  
thus rendering indigestion impossible. 85-14

## COGNAC.

MESSRS. JEEBHOY & CO., 25,  
Hollywood Road, beg to inform their  
Customers and the General Public that they  
now have on Sale the following brands of  
COGNAC which are patronised by connois-  
seurs throughout Indo-China:—  
F. COGNAC 1 doz. bottle.  
BOUTILLIER, G. BRIAND & Co's \$25.00  
FELIX TILLAC & Co's ..... 16.50  
GEORGES ROZEAU & Co's ..... 14.50  
Hongkong, 1st July, 1907. 1152

## HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from  
the Military Authorities that GUN  
FRAGMENTS will be carried out as under:—  
On THURSDAY the 4th July:  
From Lower Belcher, in a Westerly  
direction, at ranges up to 10,000 yards,  
commencing at 9.30 A.M. and finishing  
at 10.30 A.M.  
On FRIDAY, the 5th July:—  
From Lyman Road, in an Easterly  
direction, at ranges up to 10,000 yards,  
commencing at 9.30 A.M. and finishing  
at 12 NOON.  
If the weather is unfavourable on any of the  
above dates, practice will take place on the  
following day.  
All ships, junks and other vessels are to keep  
clear of the ranges.  
BASIL TAYLOR, Commander, R.N.,  
Harbour Master, &c.  
Hongkong, 29th June, 1907. 1139

Cunliffe, The Pioneer Experts  
in Financial Transactions.  
Russell & Co.

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SECURITIES issued by PARIS  
European Govts and  
Municipalities offering  
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To be purchased for cash or on the  
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firm of dealers in Premium Bonds in the  
world, offer advantages absolutely un-  
obtainable elsewhere. Bonds guaranteed  
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1013

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Verres.  
If your Head aches, if your  
tongue is coated and your  
mouth tastes bad, if you feel  
nauseated on rising, if you  
are constipated, it means  
that your stomach is wrong  
and you need Abbey's Salt,  
and need it badly.

Nothing so bad for your  
health as a disordered stomach,  
nothing so good for a dis-  
ordered stomach as Abbey's  
Salt.

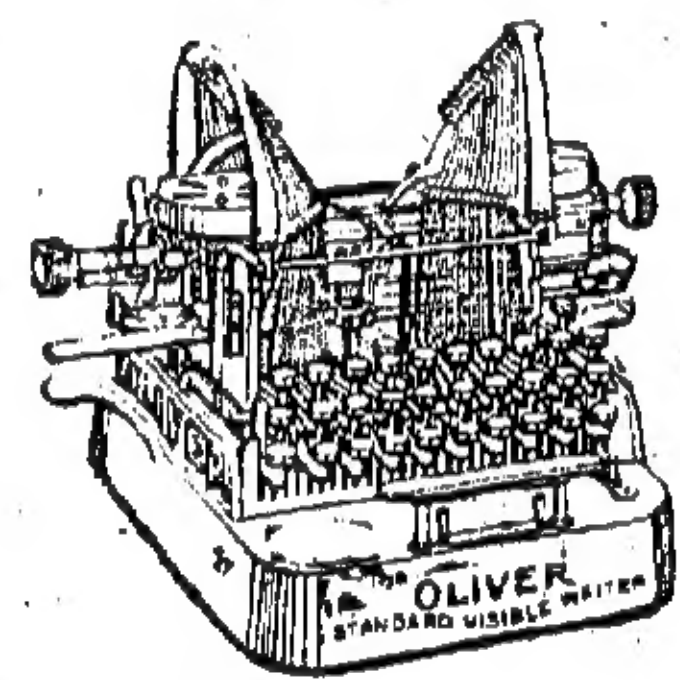
Sold in two sizes by all Chemists and Stores,  
and by Watkins, Ltd., and A. S. Watson,  
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as the most active and at the same time the most  
inoffensive remedy in the treatment of Acute and  
Chronic Diarrhoea. The Capsules, unlike Copaliba,  
do not cause griping or the skin eruptions of the  
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GRIMAULT'S  
INDIAN CIGARETTES

For Asthmatic people who suffer from  
OPPRESSION in breathing, HOARSENESS  
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in EXPECTORATION.  
Grimault's Cigarettes render the respira-  
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remove the feeling of tightness across  
the chest.  
GRIMAULT & CO. PARIS  
Sole by all Chemists.



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TO  
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OLIVER TYPEWRITER CO. LTD.,  
1, PRINCE'S BUILDING.  
Hongkong, 11th June, 1906. [1055]

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FOR

## WATSON'S "E" WHISKY



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CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE  
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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	About 8th July.	Freight and Passage.
SHANGHAI	DELHI	Capt. J. D. Andrews, R.N.R.	About 11th July.
LONDON VIA USUAL PORTS CHINA	Capt. F. Street	Noon, 13th July.	See Special of Call.
MARSEILLES, LONDON, and ANTWERP	SYRIA	Capt. D. C. Gregor, R.N.R.	About 17th July.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th July, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIEN TSIN	"KWEICHOW"	On 5th July, 4 p.m.
NINGPO, TSINGTAO and NEWCHANG	"KWEIYANG"	On 5th July, Noon.
HOIHOW and HAI PHONG	"HUPEH"	On 6th July, Daylight
SWATOW and SHANGHAI	"SHAHSING"	On 8th July, 4 p.m.
MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 9th July, 4 p.m.
YOKOHAMA and KOBE	"CHANGSHA"	On 10th July, 4 p.m.
CEBU and LOILO	"CHINGTU"	On 11th July, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

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For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th July, 1907.

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COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

Leave Hongkong. Arrive Vancouver.

R.M.S. "EMPERESS OF INDIA" 3,882 Tons. WEDNESDAY, 17th July. 10th August.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. THURSDAY, 1st Aug. 19th August.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 14th Aug. 7th Sept.

R.M.S. "EMPERESS OF AUSTRALIA" 6,000 Tons. THURSDAY, 29th Aug. 16th Sept.

R.M.S. "EMPERESS OF AFRICA" 6,000 Tons. WEDNESDAY, 11th Sept. 5th Oct.

R.M.S. "EMPERESS OF AMERICA" 6,000 Tons. THURSDAY, 26th Sept. 14th Oct.

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Intermediate Steamers at 12 Noon.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CANADIAN PACIFIC RAILWAY.

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Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers, 240; 242.

R.M.S. "EMPERESS OF AUSTRALIA" and "EMPERESS OF AFRICA" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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Hongkong, 5th July, 1907.

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FOR

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SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA

MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE

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Hongkong, 5th July, 1907.

OSAKA SHOSEN KAISHA.

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T. ARIMA, Manager.

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JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June
TJIBODAS	JAVA	First half of July	JAPAN	First half of July
TJILATJAP	IN PORT		JAVA PORTS	First half of July
TJIMAHI	JAVA	First half of July	JAPAN	First half of July
TJIPANAS	JAPAN	First half of July	JAVA PORTS	First half of July
TJIKINI	JAPAN	Second half of July	JAVA PORTS	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.  
Hongkong, 17th June, 1907.

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

## SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT
AMIGO, German str., 771, Baltzer, 27th June	Hobrow 25th June, General—Johnson & Co.	
AMOV, German str., 663, H. Plambeck, 1st July	Kia Hwa 25th June, General—Sander, Wieler & Co.	
ANTILLOUS, British str., 5,796, G. D. Kenip, 1st July	Liverpool 25th May, General—Butterfield & Swire.	
BOUVARD, French str., 997, Le Boul, 29th June	Saloon 27th June, General—Chinese.	
CATHERINE APAR, British str., 1,730, L. D. A. Thomas, 1st July	Singapore 25th June, General—David Sassoon & Co.	
CHILDAE, Norwegian str., 1,102, A. Augensen, 2nd July	Danish and Swatow 1st July, General—Nippon Yusen Kaisha.	
DAONY, Norwegian str., 883, C. Abrahamson, 30th June	Lady 23rd June, General—Aagaard, Thoresen & Co.	
DEWANGONG, German str., 1,657, T. V. Bruhn, 1st July	Bangkok and Swatow 30th June, Rice and Mail—N. D. L.	
EMPERESS OF INDIA, British str., 3,032, E. Beetham, 30th June	Vancouver 11th June, Flour and General—C.P.R. & Co.	
PAUSANG, British str., 1,410, H. E. Malkin, 27th June	Moji 24th June, Coal—Osaka Matheson & Co.	
FOOCHOW, British str., 1,295, W. Miller, 30th June	Moji 24th June, Coal—Butterfield & Swire.	
FRITHJOF, Norwegian str., 891, Olaf Andersen, 23rd June	Hongkong 20th June, Coal—Aagaard Thoresen & Co.	
GESAN MARU, Japanese str., 1,852, Nagata, 26th June	Kutchinotsu 19th June, General—Mitsui Bussan Kaisha.	
GIRAN MARU, Japanese str., 2,331, Ohno, 26th June	Moji 23rd June, Coal—Osaka Matheson & Co.	
GLENECK, British str., 2,374, Rafferty, 28th June	Moji 22nd June, Coals—Mitsui Bussan Kaisha.	
HANGSANG, British str., 1,356, S. Wilde, 30th June	Shanghai 27th June, General—Jardine, Matheson & Co.	
IRISH MONARCH, British str., Graham, 1st July	Kutchinotsu 25th June, Coal—Mitsui Bussan Kaisha.	
KASHIMA MARU, Japanese str., 1,740, M. Ntsu, 30th June	Japan 24th June, Coal—Fukusui & Co.	
KATHIRNIE PARK, British str., 4,901, 27th June	Kobe 21st June, General—Toyo Kisen Kaisha.	
KENON MARU, Japanese str., 1,361, K. Asai, 29th June	Saigon 24th June, Rice—Dudwell & Co.	
KISACATA MARU, Japanese str., 1,171, K. Yashihira, 27th June	Saigon 22nd June, Bags and Rice—Dudwell & Co.	
KUMICHO, British str., 1,215, Hooker, 29th June	Tientsin, Chefoo and Weihaiwei 24th June, General—Butterfield & Swire.	
KWIKYANG, British str., 1,444, Dawson, 28th June	Shanghai 24th June, General—Butterfield & Swire.	
LARRES, British str., 1,340, J. Jackson, 24th June	Saigon 20th June, Chinese.	
LOONGHANG, British str., 1,083, F. Wheeler, 3rd July	Amoy 1st July, Ballast—Jardine, Matheson & Co.	
MANILA, German str., 1,101, J. Minssen, 29th June	Mailla, Australia Ports and New Guinea 26th June, General—Meichers & Co.	
MASAN MARU, Japanese str., 702, Sakurai, 3rd July	Tamami, Amoy and Swatow 1st July, General—Osaka Sisen Kaisha.	
MAUSANG, British str., 1,444, R. Houghton, 29th June	Saundakan 24th June, General—Jardine, Matheson & Co.	
MERCEDER British transport, 3,000, McGregor, 25th June	Weihaiwei—Admiralty.	
NAMSAO, British str., 4,035, P. H. Rolfe, 30th June	Calcutta and Singapore 17th June, General—Jardine, Matheson & Co.	
NIKKAI MARU, Japanese str., 1,144, W. Nakagawa, 1st July	Hongkong 28th June, Coal—A Buss.	
NIPPON MARU, Japanese str., 3,442, W. E. Filmer, 2nd July	San Francisco 31st May, Mails and General—Toyo Kisen Kaisha.	
NISIN MARU, Japanese str., 2,723, S. Natsune, 25th June	Saigon 22nd June, Rice—Dudwell & Co.	
PITOHABUR, German str., 1,376, Wolff, 30th June	Bangkok 21st June, Rice and Timber—Meichers & Co.	
PONCONO, German str., 988, W. Betschler, 28th June	Bangkok 21st June, Wood and Rice—Butterfield & Swire.	
PROMETHEUS, British str., 3,383, G. Meir, 29th June	Peechow 18th June, General—Butterfield & Swire.	
QUANTA, German str., 1,145, H. Madren, 30th June	Saigon 26th June, Rice and General—Chinos.	
RIOMY MARU, Japanese str., 1,980, G. S. Laprak, 28th June	Shanghai 25th June, General—Nippon Yusen Kaisha.	
SERENITAD, Norwegian str., 891, A. Hansson, 27th June	Tourane 24th June, General—Aagaard, Thoresen & Co.	
TAK MAR, Japanese str., 2,129, N. Saburi, 3rd July	Moji 26th June, Coal and General—Arnhold, Karberg & Co.	
VIENNA, British str., 2,833, J. Jones, 24th June	New York 17th April, Kororo—Stand-rd Oil Co.	
WOOLWICH, British str., 1,845, A. Stoker, 3rd July	Salina, Cruz and Mexico 25th May, Chinese.	
ZAPRE, British str., 1,619, Fraser, 1st July	Manila 29th June, General—Shewan, Tomes & Co.	

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line OF LADING FOR ALL THE PRINCIPAL PORTS IN SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service from CALCUTTA to CAPE PORTS every fortnight. For Freight and further particulars, apply to

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NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 90 "

Width of Entrance on Bottom ... 88 "

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TONS.

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THE COMPANY has the powerful steam

"OURA-MARU" (712 tons, 700 I.H.P.)

equipped with necessary gear, always ready

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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

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Service, Author of "The Mystic

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FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

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